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UCLW-0070

9 DEC
1960

TO: Chief of Station, []

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FROM: []

SUBJECT: Operation "[]" Comments

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REFERENCE: WAQW-4130, (TS-155554), dated 18 November 1960, subject same as above

1. Reference paragraph 2. Air Rescue for ferry flights was provided solely because of request in [] On previous ferry flights there has never been any special SAR provided.

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2. Reference paragraph 3 a, b, c. Since this was an overt ODUNIT operation all coordination was through and by [] personnel who cooperated very well. As emphasized in telecon [] on 10 November 1960 ODUNIT said [] would be on station as requested but might have to vary on station position because of varying types of aircraft and operational procedures of SAR. In the same telecon it was clearly stated there was no way to info [] on coordination except by message from Headquarters. Hence, []

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3. Reference paragraph 3 d. Info for briefing should have been given by SAR coordinator on 10 November 1960 if requested by [] in telecon with [] at SAR, San Francisco, California.

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4. Reference paragraph 4. Headquarters received WECEN 6545 12/1123Z and it was passed to [] in 32 minutes, that is receipt was at 12/1155Z. We will continue to make every effort to get such messages to [] promptly and whenever possible to transmit them early to allow additional time for flight planning.

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5. Reference paragraph 5. Paragraph 3 E, 13, and 14 of Operations Order 16-60 were meant to indicate that ferry missions from [] were unit planned and directed with the sole proviso that take off time in 3 E, 13 were met. The designator GF 60-X indicates as much. In the future, Operations Order will be more specific to eliminate any confusion.

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6. ODUNIT notified Headquarters of the arrival of the [] detachment at Hickam on the morning of 12 November 1960 at about 1430Z. The delay obviously was on this end and is something we must continually guard against. This is an inherent hazard in an operation coordinated through a second or third party and the only solution is to anticipate delays and plan alternative action.

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7. Reference paragraph 6. Even though the "Pacific Flight Information Publication" states Hickam runways are closed, information here was that ODUNIT [] did use Hickam runways. Therefore, Headquarters was in error and you were correct in filing for landing at Honolulu International as indicated in the Pacific FLIP. Again, we will take further precautions to prevent this sort of irritation.

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Distribution:

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8 DEC 1960

TS-155578
Page 2 of 2
Copy 1 of 5

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DISPATCH NUMBER WACW-4130

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TO: Headquarters []
FROM: Chief of Test Site

NOV 18 1960

SUBJ: Operation [] Comments

1. In order to improve our operation on future exercises comments on Operations Order 6-60, [] are submitted for your information.

2. Air Rescue was not provided for in the Operations Order on the ferry flight.

3. Air Rescue coordination by ODUNIT created confusion between [] and the Air Rescue unit.

a. The coordinates were changed from those requested.

b. The location of the Alpha orbit was an improvement over what was requested, however, [] was not an information addressee on the coordination message.

c. No information was received on Bravo orbit.

d. Insufficient information was available at [] for a detailed briefing of the crews on Air Rescue until several phone calls were made.

4. Winds were not received until 1155Z which was almost an hour late. This delay was caused for the most part by a break down of communication facilities at Mc Clellan AFB, the relay station between [] and Headquarters.

a. This delay resulted in less time available than desired for the Flight Planner to accomplish mission planning requirements. The preparation of flight plans for two sorties by one navigator should begin six hours prior to take off.

b. [] communication facilities were opened and an attempt was made to obtain wind at take off minus six-fifteen (0245 local time). On future operations the communication facilities will open approximately seven hours before take off which will allow a full hour to establish contact and obtain winds by the time desired.

5. The Operations Order made no mention of normal [] messages from Headquarters to [] 58 alert message, [] 70 Go no Go. PAR 3A-6 of the Operation Order stated that

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19

TOP SECRET

Headquarters CHALICE would notify [] when Hickam Detachment was in place at Hickam and ready to retrieve []. This notification had not arrived at take off minus two hours at which time a telephone call was made to verify that the Detachment was in place and ready to receive th [].

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6. The Operations Order specified that the ferry route would be from [] to Hickam. Hickam is closed to all traffic and the landing base is Honolulu International. This is a very minor point but must be taken into consideration when filing the Flight Clearance Form, DD 175.

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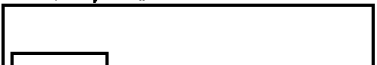
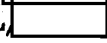





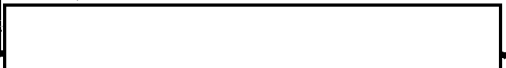
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ZIPPO REPORT		DATE	TIME	CLASSIFICATION SECRET
	OTHER (Specify) PP		1	CONFIDENTIAL
FROM:			COMMUNICATIONS CENTER ONLY:	
70BW CLINTON SHERMAN AFB OKLA				
TO:				
SAC OFFUTT AFB NEBR				
2AF BARKSDALE AFB LA				
816SAD ALTUS AFB OKLA				
70BW (CLINTON SHERMAN AFB OKLA)				
FOR 				
CONFIDENTIAL  -  / PERMISSION /  (RE-			DEPLOYMENT)	
1. 2AF/KCSM/900 AREFS				
2. 				
3. 24 / 2000 Z				
4. 1 KC-135				
5. WRSP TV				
6. N/A				
7.  25/0225Z. TWO HOUR				
HOLDING IN LIEU OF ALTERNATE. CWF-162				
8. QUALIFIED 1AW SACM 55-12				
9. PERMISSION REPORT FOR REMAINING LEG WILL				
BE SENT FROM 				
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